

## Executive Summary

This long-range transportation plan (LRTP) update for the Squaxin Island Tribe addresses *modes* and *issues* within its *existing* transportation system and within its *needs* in the transportation system. Modes include aviation, freight, marine, motorized, non-motorized, rail, and transit. Issues include capacity (administration, funding, system) climate change and sustainability, community vitality, economic development, tourism and workforce development, elders, emergency management, maintenance/preservation, mobility, natural/cultural resources protection, special needs/accessibility, traffic safety, and youth. Existing transportation infrastructure is described through inventories and narratives. Needs are described as short- and long-term projects and as transportation improvement programs (IRR TIP, RTIP) to meet varied multi-modal federal and state requirements. Public involvement was part of the LRTP update process.

LRTP goals are system preservation and traffic/pedestrian safety, followed by system enhancements.

### Existing transportation system

Squaxin has an inventory of 35 tribal roads (14.7 miles) and 17 non-tribal roads (78.3 miles) within its transportation system for a total of 52 roads and 93 miles. Squaxin has an aging transit system with vehicles (two minibuses) in disrepair and capacity inadequate to keep up with program and service requirements. Fortunately, Squaxin has FTA and CTAA grant funds for transit planning, estimated to begin in July 2008.

As to impacts on the transportation system: 1) Economic development and growth require capacity and safety enhancements, 2) changing demographics in elder, youth, and middle income resident populations place new demands on the system, 3) increasing congestion, environmental sustainability, and rising fuel cost concerns call for greater mobility and transportation alternatives, 4) funding agencies place increasing requirements and contingencies on funds, 6) federal and state funding is drying up, despite the diversity in funding.

### Needs for the transportation system

Squaxin has a list of 41 multi-modal capital improvement projects at \$51M in estimated cost. Projects identified for work in the next six years will be phased (i.e. PE, ROW, CN), scheduled, and included in the IRR TIP and/or RTIP. Only those projects identified for work in the next three years will be eligible for federal, state, and local funding and those projects need to be partially or fully funded. Projects identified for work beyond six years will be minimally addressed in this update.

Squaxin can facilitate transportation improvements by leveraging its transportation funding contributions to the fullest extent and investing in an adequate staffing level to better coordinate, develop, and maintain transportation projects, programs, and plans.

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